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The Labour Year Book, 1916. London: Labour Year Book Publication Committee. 16mo., pp. 704. Boards, 1s.; cloth, 2s.6d.

"The ideal of the editors of the *Labour Year Book*," states Bernard Shaw in the Preface, "Why a *Labour Year Book*?" is "a book that will tell its purchasers what they want to know, and what no other book will tell them." It would take many volumes to supply the information contained in these 697 pages of text, tables, and index which make up the first British labor yearbook, and, so far as known, the first labor yearbook of its kind. A reference to its contents and the titles of special articles by prominent authors will bear out that statement: "Labor and the War"; "The Industrial Labor Movement"; "The Political Labor Movement"; "The Co-operative Movement"; "The International Working Class Movement"; "Imperial and National Government"; "Local Government"; "Social Insurance." Among the special articles are: "Labor after the War," by Arthur Henderson, president of the Board of Education; "The General Federation of Trade Unions," by W. A. Appleton, general secretary; "The Triple Industrial Alliance," by Robert Smillie, president of the Miners' Federation of Great Britain; "Cost of Living," by John A. Hobson; "The Future of Women in Industry and in Politics," the former by Miss Margaret Bondfield, organizing secretary of the National Federation of Women Workers, the latter by Miss Catharine Marshall; and "The International," by Emile Vandervelde, Belgian minister of state, and president of the International Socialist Bureau.

It is rather unusual to find in such a publication as a yearbook an article which merits reading for its own sake as being interesting and illuminating, as distinct from its informative character. But such is the case with the article on labor and the war in this British yearbook. The article is not unduly partisan in character, and relates in a very clear-cut manner those movements in England growing out of the war which have most affected labor. Some very valuable documents are reproduced, otherwise inaccessible to readers in this country except in widely scattered form.

One of the most significant movements growing out of the war was probably the triple industrial alliance, practically consummated on April 23, 1914, although agitated at the miners' annual conference in 1913. The miners' conference did not approve it until December, 1915. This alliance is a movement for co-operation between the Miners' Federation of Great Britain, the National Union of Railway Men, and the National Transport Workers' Federation. This organization is a step forward in the movement for industrial unionism, and will comprise

a membership of 800,000 miners, 270,000 railway men, and 250,000 transport workers. "The predominant idea of the alliance is that each of these great fighting organizations, before embarking on any big movement, either defensive or aggressive, should formulate its program, submit it to the others, and that upon joint proposals, joint action should then be taken" (p. 104). It is expected that this alliance will do much toward maintaining the interests of labor in the conflict which it is declared may be expected with employers after the war.

The scope of that section of the yearbook dealing with the industrial labor movement is suggested by the following entries: trade-union membership, structure, finance, statistics, and legal position; strikes and lock-outs; changes in rates of wages and hours of labor; wages, prices, and the cost of living; trade boards or minimum wage committees; unemployment; labor exchanges; industrial accidents and diseases; industrial fatigue; scientific management; women in industry; child labor and apprenticeship.

Some portions of the yearbook might perhaps have well been omitted, such as those sections dealing with the organization of the imperial, national, and local governments, and space given to more extended treatment of topics strictly germane to the labor movement. Space otherwise valuable is given to "the navies of the world compared" (p. 469); to the navy expenditure (p. 470); army estimates (p. 479); list of officers in the Colonial Office (p. 485); etc.

The chapter on social insurance is inadequate; it consists merely of a statement of the principal provisions of the laws and a criticism of their operation; and their operation is referred to only so far as it serves the purpose of criticism. A much more extended display of actual operations as shown by statistical results and administrative reports of the government should have been inserted.

Following each article or topic is a so-called bibliography, which might better be referred to as "references," so slight is it; but the selections are good, although uneven in their merit. In some instances a much larger selection of literature should have been made. This is a feature to which special attention must be paid in the preparation of any yearbook, for with the rapid accumulation of literature on every subject it is impossible for an encyclopedia or a yearbook to be thorough—it can at best be suggestive—and one of its most valuable services will consist in keeping its users abreast of the current literature of its particular field of subjects.

The book as a whole, however, is an excellent yearbook, one that has long been needed. Its continuance may be hoped for—and expected—

as it has behind it the Fabian Research Department, the Executive Committee of the Labor Party, and the Parliamentary Committee of the Trades Union Congress.

WASHINGTON, D.C.

LEIFUR MAGNUSSON

The Longshoremen. By CHARLES B. BARNES. New York: Survey Associates, 1915. 8vo, pp. xx+287. \$2.00 net.

The Longshoremen is the result of a very careful and detailed investigation of conditions under which some 35,000 men are engaged in New York Harbor in the loading and unloading of ships. The eleven appendixes contain brief descriptions of conditions in the Boston, London, and Hamburg harbors, and extracts from English and German laws governing dock-workers' occupation. The inference to be drawn from a study of these is that this country is rather far behind the others in recognizing its legislative duty.

The problem presented by this group of men is the problem of casual labor, which, it is suggested, is closely connected with underemployment and with chronic unemployment. The irregularity of employment is due, first, to the inherently uneven distribution of the work throughout the year, and, secondly, to the methods of hiring the men. The extreme range in the total hours of employment of its men over a period of fifteen weeks, as reported by one steamship company, was from 230 to 2,755 hours. With regard to the second point, the men are paid by the hour, "knocked off without pay whenever a delay occurs," "discharged without notice whenever a job is finished," and left uncertain concerning future work. However, the men have, on several occasions, chosen to continue under the present wage system rather than accept employment by the week, fearing, it is thought, that there would be no way of providing for those crowded out, and also that the rush and strain on those who secured the work would be greatly increased.

The author gives a history of the trade-union movement as it is connected with this branch of industry, the story of its strikes, resulting often in loss, and a statement of the present standing of the unions. This naturally includes the treatment of the wage question and of hours of work; and leads to the question of industrial accidents and disease and of insurance. The concluding chapter of about eight pages sums up pretty well all that is contained in the nine preceding and more detailed chapters.

Railway Organization and Management. By JAMES PEABODY. Chicago: La Salle Extension University, 1915. 8vo, pp. vii+263. \$2.00.

This work by the late statistician of the Santa Fé is primarily a description of the duties of the departments and individuals in railway organizations rather than an analysis of the manner in which the activities of railways are organized and their operation controlled. For this reason its title is misleading.

If one wishes to know what a yardmaster or a roadmaster is, whom they report to, who reports to them, the differences between a fireman and a fire-up